January 27, 2004

Public Notice for 401 Certification
Hayfork Bridge Replacement Project
WDID No. 1A03157WNTR

Trinity County

On August 15, 2003, the North Coast Regional Water Quality Control Board (Regional Water Board) received an application and a $2250 fee from the California Department of Transportation (DOT), requesting a Section 401 Water Quality Certification for the Hayfork Bridge replacement project. The project proposes to replace a bridge located in State Route 3 near the town of Hayfork in Trinity County. The bridge spans Hayfork Creek, a tributary to the South Fork Trinity River, Hydrologic Area No. 106.25.

Built in 1938, the existing structure is a five-span, four-pier reinforced concrete bridge, 30.8 feet (ft) in width by 227 ft in length. Four bridge piers and the two abutments are supported on spread footings. Footings at piers 2, 3, and 4 have been partially exposed by creek scour. The bridge also has a history of drift accumulation at the piers. The existing bridge will be removed and replaced with a two-span, single-pier structure to prevent continuing scour. The proposed bridge will feature abutments at either end, and a single pier comprised of three piles. Dimensions for the proposed bridge are approximately 63 ft in width and 250 ft in length. The new structure will be built in two stages during a two-year period.

A temporary culvert and gravel fill will be used during low-flow conditions as a stream crossing during construction. Crossing installation will include 48-inch diameter corrugated metal pipes placed side by side. Gravel filled bags placed upstream will divert flow into the pipes and function as an anchor for impervious liner backing. The liner is intended to reduce fines deposited within the fill material. Gravel will be used as fill between the pipes. All fill used within the ordinary high water channel will be cleaned and washed prior to its transport to the project site. The crossing will facilitate construction of falsework, setting forms, and removal of the old structure. All work conducted within the live steam channel will be completed during the low flow period, May 15 to October 15, 2004 – 05.

The temporary fill will be used throughout all stages of the project. During falsework, approximately 14 days, crossings by dump trucks and other equipment will be continuous. Demolition of the existing structure is estimated to take approximately 14 days. The gravel fill will be used continuously as a work surface while demolishing the section of the bridge and stripping falsework directly over the crossing. The contractor will be required to prevent any debris from falling into the wetted channel during bridge removal.

Abutments for the new structure will be supported on cast-in-drilled-hole pile foundations. This system will be installed by placing steel casing within each of 28 holes required at each abutment and three holes at the pier. Holes will be approximately 24 inches in diameter and 49 ft in depth at the abutments and 60 inches in diameter and 92 ft in depth at the pier. Soil from the holes will either be used as fill material or will be transported to a permitted off-site location. Drilling operations utilize a dense fluid to prevent caving of the hole beyond the tip of the steel casing. The steel casing is advanced as reinforcement of the hole; then concrete is pumped into the bottom of the hole. The steel casing is retracted as drilling fluids are displaced by concrete. All drilling fluids and displaced ground water will be contained and recycled within the drilling shafts. Recycled fluids will be pumped into a tank for reuse or for disposal at an appropriate off-site location.

Construction staging will take place on both sides of Tule Creek Road and elsewhere within the project easement survey line. A temporary concrete plant will likely be constructed on-site during the project. The plant will be located outside the wider flood channel of Hayfork Creek within the designated staging area. Silt fencing or straw bales will be installed and maintained around any stockpiles of aggregate.

Bridge construction will require removal of approximately 0.51 acre of riparian vegetation. Removal will be minimized to the extent possible. Vegetation will be removed after August 31st and before March 15th to prevent impacts to nesting. Approximately 0.99 acre will be planted within the project limits and adjacent bare riparian areas as mitigation.

Activities will be conducted in accordance with Nationwide Permit No. 14 (Road Crossing) from the United States Army Corps of Engineers, pursuant to the Clean Water Act, Section 404. California DOT as the lead agency, has determined a Class 2 Categorical Exemption for this project, pursuant to the California Environmental Quality Act. The applicant has applied for a Lake or Streambed Alteration Agreement (1601 Permit) from California Department of Fish and Game.

Staff is proposing to regulate this project pursuant to Section 401 of the Clean Water Act (33 USC 1341) and/or Porter-Cologne Water Quality Control Act Authority. Staff will consider all comments received during a 21-day comment period beginning on the first date of posting this notice. If you have any questions or comments, please contact staff member Miguel Villicana at (707) 576-2347 or at villm@rb1.swrcb.ca.gov**.**

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